

IN THE CLAIMS:

1. (Previously amended) A motorcycle wheel comprising:
a rim adapted to receive a motorcycle tire;
a hub adapted to receive and support a motorcycle axle; and
at least one spoke extending between said rim and said hub, wherein the at least one spoke includes first and second walls that are separated by a distance, the first and second walls being substantially entirely unconnected to each other between the hub and the rim, and wherein the first and second walls are connected to each other by a rotor mounting boss adjacent to the rim.
2. (Original) The motorcycle wheel of claim 1, wherein the first wall is substantially parallel to the second wall.
3. (Original) The motorcycle wheel of claim 1, wherein the first wall is substantially identically shaped to the second wall.
4. (Cancelled).
5. (Original) The motorcycle wheel of claim 1, wherein the at least one spoke includes six spokes spaced at 60 degree increments around the wheel.
6. (Original) The motorcycle wheel of claim 1, wherein the at least one spoke includes a plurality of spokes, and wherein no spoke is connected to another spoke between the rim and the hub.
7. (Original) The motorcycle wheel of claim 1, wherein the hub is adapted to rotate on an axle about an axis of rotation, and wherein the hub includes at least one aperture extending generally parallel to, and radially spaced from, the axis of rotation.

8. (Original) The motorcycle wheel of claim 7, wherein the first and second walls define first and second planes, respectively, and wherein the aperture is between the first and second planes.

9. (Original) The motorcycle wheel of claim 1, wherein the rim, hub, and at least one spoke are integrally formed with each other.

10. (Original) A motorcycle wheel comprising:
a rim adapted to receive a motorcycle tire;
a hub adapted to receive and support a motorcycle axle, and adapted to rotate on the axle about an axis of rotation;
a central plane perpendicular to the axis of rotation, the central plane substantially bisecting the hub and the rim;
a plurality of spokes connecting the rim to the hub, wherein the ends of the spokes that are connected to the hub are substantially centered about the central plane, and the ends connected to the rim are entirely on one side of the central plane.

11. (Original) The motorcycle wheel of claim 10, further comprising a plurality of bosses adjacent to the rim, and a brake rotor mounted to the bosses on the other side of the central plane.

12. (Original) The motorcycle wheel of claim 11, wherein each of the plurality of bosses is circumferentially aligned with a corresponding one of the plurality of spokes.

13. (Original) The motorcycle wheel of claim 10, wherein the rim, hub, and plurality of spokes are integrally formed with each other.

14. (Original) A motorcycle wheel comprising:
a rim adapted to receive a motorcycle tire;
a hub adapted to receive and support a motorcycle axle, and adapted to rotate on the axle about an axis of rotation, wherein the hub includes apertures extending generally parallel to, and radially spaced from, the axis of rotation;
a central plane perpendicular to the axis of rotation, the central plane substantially bisecting the hub and the rim;
spokes having outer ends connected to the rim and inner ends connected to the hub, wherein the spokes include first and second walls that are separated by a distance, wherein the spokes include gussets spaced from the rim and joining the first and second walls, and wherein the first and second walls are entirely unconnected to each other between the hub and the gusset;
bosses adjacent to the rim and circumferentially aligned between first and second walls of the spokes, wherein the bosses, gussets, walls, and rim define cavities; and
a brake rotor mounted to the bosses, wherein the central plane is between the rotor and the outer ends of the spokes, and wherein the rim, hub, walls, gussets, and bosses are integrally formed together.

15. (Currently amended) A motorcycle wheel comprising:
a rim adapted to receive a motorcycle tire;
a hub adapted to receive and support a motorcycle axle; and
at least one spoke extending between said rim and said hub, wherein the at least one spoke includes first and second walls that are separated by a distance and in facing relationship with each other, the first and second walls being substantially entirely unconnected to each other between the hub and the rim, wherein the rim, hub, and at least one spoke are integrally formed with each other, and wherein the first and second walls are connected to each other by a rotor mounting boss adjacent to the rim.

16. (Previously added) The motorcycle wheel of claim 15, wherein the first wall is substantially parallel to the second wall.

17. (Previously added) The motorcycle wheel of claim 15, wherein the first wall is substantially identically shaped to the second wall.

18. (Cancelled)

19. (Previously added) The motorcycle wheel of claim 15, wherein the at least one spoke includes six spokes spaced at 60 degree increments around the wheel.

20. (Previously added) The motorcycle wheel of claim 15, wherein the at least one spoke includes a plurality of spokes, and wherein no spoke is connected to another spoke between the rim and the hub.

21. (Previously added) The motorcycle wheel of claim 15, wherein the hub is adapted to rotate on an axle about an axis of rotation, and wherein the hub includes at least one aperture extending generally parallel to, and radially spaced from, the axis of rotation.

22. (Previously added) The motorcycle wheel of claim 21, wherein the first and second walls define first and second planes, respectively, and wherein the aperture is between the first and second planes.

23. (Cancelled).

24. (Previously added) The motorcycle wheel of claim 15, wherein the first wall includes an inner face, an outer face, and a thickness between the faces, wherein the second wall includes an inner face, an outer face, and a thickness between the inner and outer faces of the second wall, and wherein the inner face of the first wall faces the inner face of the second wall.

25. (Previously added) The motorcycle wheel of claim 24, wherein the inner face of the first wall defines a first plane and the inner face of the second wall defines a second plane, and wherein the first plane and the second plane are not coplanar with each other.

26. (Previously added) The motorcycle wheel of claim 24, wherein the hub is adapted to rotate on the axle about an axis of rotation, and wherein the inner face of the first wall defines a first plane, and wherein the first plane is substantially parallel to the axis of rotation.

27. (Previously added) The motorcycle wheel of claim 24, wherein the inner face of the first wall defines a width, and wherein the thickness of the first wall is substantially less than the width.

28. (Previously added) The motorcycle wheel of claim 24, wherein the thickness of the first wall is approximately $1/6^{\text{th}}$ of the distance between the outer faces of the first and second walls.

29. (Currently amended) A motorcycle wheel comprising:
a rim adapted to receive a motorcycle tire;
a hub adapted to receive and support a motorcycle axle, and adapted to rotate on the axle about an axis of rotation;
a central plane perpendicular to the axis of rotation, the central plane substantially bisecting the rim;
a plurality of spokes connecting the rim to the hub, wherein the ends of the spokes that are connected to the hub intersect the central plane, and the ends connected to the rim are entirely on one side of the central ~~plane~~ plane;
a plurality of bosses adjacent to the rim; and
a brake rotor mounted to the bosses on the other side of the central plane.

30. (Cancelled)

31. (Currently amended) The motorcycle wheel ~~of claim 30~~ of claim 29, wherein each of the plurality of bosses is circumferentially aligned with a corresponding one of the plurality of spokes.

32. (Previously added) The motorcycle wheel of claim 29, wherein the rim, hub, and plurality of spokes are integrally formed with each other.

33. (Previously added) The motorcycle wheel of claim 29, wherein the axis of rotation defines an axial direction, wherein the ends of the spokes connected to the hub define a first width measured in the axial direction, and wherein the ends of the spokes connected to the rim define a second width measured in the axial direction, the second width being approximately $\frac{1}{2}$ the distance of the first width.

34. (Cancelled)